

OFFICE OF CONGRESSMAN EARL BLUMENAUER
APPROPRIATIONS REQUEST FORM
FISCAL YEAR 2011

Instructions

1. Please complete the entire form. **All fields are required.**
2. Please do not **bold**, underline, or *italicize* responses.
3. Request forms must be submitted as a Word document.
4. All completed request forms and any supplemental materials must be submitted via email to:
Appropriations.Blumenauer@mail.house.gov
5. Please do not send more than one request per email.
6. All completed request forms must be submitted no later than **Friday, February 26, 2010.**
7. If you do not receive an email confirming receipt of your request within 48 hours of submission, please contact Stephanie Cappa in Congressman Blumenauer's Washington, D.C. office at 202-225-4811.

PLEASE NOTE: All appropriations requests submitted to Congressman Blumenauer's office will be made public on his website, as required by the House Committee on Appropriations.

Project Details

1. **Project title:** Columbia River at the Mouth (MCR), OR/WA
2. **Organization name and address** (the recipient of the funds):

The Columbia River Channel Coalition (representing over 250 organizations) requesting appropriations for the US Army Corps of Engineers Civil Works Program.

Project Sponsor:

Columbia River Channel Coalition

Dave Hunt, Executive Director and Lisa Pomasl, Deputy Director

P.O. Box 903

Clackamas, OR 97015

503-654-4907

Recipient:

US Army Corps of Engineers

CENPP-PM

PO BOX 2946

Portland, OR 97208-2946

3. Contact information

- a. **Project's primary contact:** Laura Hicks, Project Manager
- b. **Daytime telephone number/ mobile phone number:** (503) 808-4705
- c. **Email Address:** Email laura.l.hicks@usace.army.mil

d. Project location (if different than organization's address):

Mouth of the Columbia River

North & South Jetties and Jetty A (closest city: Astoria)

Clatsop County, Oregon & Pacific County, Washington

4. Please describe the requesting organization's main activities.

The Columbia River Channel Coalition is a non-profit organization providing information to elected officials and community leaders to help build regional and national consensus for improvement projects on the Columbia River. The six Columbia River sponsor ports (ports of Portland and St. Helens in Oregon and the ports of Vancouver, Woodland, Longview, and Kalama in Washington) founded the Coalition.

5. Is this organization a public, private non-profit, or private for-profit entity? Non-Profit

6. From what federal agency and account are you requesting funds (Please be specific –e.g., Department of Housing and Urban Development, Economic Development Initiatives account)?

US Army Corps of Engineers Civil Works Program - Operation and Maintenance Account

7. Briefly describe the activity or project for which funding is requested (please keep to 500 words or less.)

Background: The US Army Corps of Engineers maintains three rubble-mound jetties at the Mouth of the Columbia River. Their design, boulders stacked one on top of another and extending out into the ocean, is simple. Their purpose, on the other hand, is more critical. These structures not only accelerate the flow of the river, helping maintain the depth and orientation of the navigation channel, they also provide a safe entrance/exit for commercial and recreational vessels of all sizes crossing the Columbia River. The 6.9-mile South Jetty was constructed between 1885 and 1913. The 2.5-mile North Jetty was built in 1914-17. The one-mile Jetty "A" was constructed in 1938-39.

Growing Risks: Frequent and large storms during the past few years have accelerated wave damage to the Jetties, thereby risking navigational safety. Although they are still performing their function of keeping the navigation channel at its authorized depth, outer sections of the Jetties have completely eroded away, other sections have been at risk of breaching, and receding beaches have exposed greater portions of the Jetties to wave damage. If either the North Jetty or the South Jetty breaches, sand would fill and restrict shipping in the Columbia River Federal Navigation Channel. Such a breach would essentially shut down commercial and recreational navigation at the mouth of the Columbia River and require very expensive emergency measures to repair the Jetty and restore the channel depth.

The Corps made interim repairs to the north and south jetties from 2004 to 2007 to stabilize the structures until this permanent plan was developed. The proposed rehabilitation work would prevent future failures that may prevent the jetties from performing their functions.

After 2 years of careful study and analysis, the Corps recently completed their major rehabilitation report recommending construction of this project. This project has been carefully evaluated to avoid negative environmental impacts and ensure mitigation by the US Army Corps of Engineers and will be completed in multiple phases over the next 20 years.

The Corps has advised that if the jetties are not invested in now, the ongoing maintenance required will increase and ultimately will cost more over the years than funding this rehabilitation project. Since these structures were first constructed over 100 years ago, we anticipate decades of effective service.

8. What is the purpose of the project? Why is it a valuable use of taxpayer funds? How will the project support efforts to improve the economy and create jobs in Oregon?

Rehabilitating the Columbia River Jetties is fundamentally important in maintaining a vibrant inland navigational system for Washington and the entire Pacific Northwest. This project will ensure continued vibrant commercial shipping operations as well as safe commercial and recreational navigation across the Columbia River Bar.

Regionally, approximately \$16 billion in imports and exports are shipped on the Columbia River each year (e.g. exported frozen potatoes, vegetables and paper products and imported footwear and apparel). The Columbia River is the single largest wheat and barley export gateway in the U.S. and the third largest gateway for grain (wheat, corn, soybeans, and barley) in the world. Exporters from Oregon, Washington, Idaho, Montana, and the Midwest rely on the Columbia River for commerce.

We don't have Oregon specific numbers; however, the Corps estimate approximately 40,000 regional jobs with an average annual wage of \$46,000 are generated by the Columbia River maritime industry. An additional 59,000 jobs are positively influenced. Regionally, approximately \$16 billion in imports and exports are shipped on the Columbia River each year (e.g. exported frozen potatoes, vegetables and paper products and imported footwear and apparel). The Columbia River is the single largest wheat and barley export gateway in the U.S. and the third largest gateway for grain (wheat, corn, soybeans, and barley) in the world. As a result, the jobs are wide ranging from farmers, truckers, railroad, long shore, logistics, fishermen, exporters, importers, bar and river pilots, shipping companies, and international logistics companies. Even jobs at the federal level such as CBP and Immigration are impacted.

9. Has this project received federal appropriations funding in past fiscal years? Yes and all 3 Columbia River Jetties were previously authorized. This rehabilitation requires no new authorization.

9a. If yes, please provide the fiscal year, Department, Account, and funding amount of any previous funding. FY2010 – Energy & Water \$12,100,000

Funding Details

10. Amount requested for this project: \$21,100,000 for FY2011

11. Breakdown/budget of the amount you are requesting for this project (e.g., salary \$40,000; computer \$3,000):

The funds will be spent for rehabilitation of the North and South Jetties at the Mouth of the Columbia River, including detailed design report for the capping of the North and South Jetties,

completion of the ESA consultation, other environmental clearances, as well as letter reports, plans, specifications, and construction at South and North Jetty areas.

This project will be done in phases by the US Army Corps of Engineers over a 20 year period. The President's Budget for FY2011 specified for the MCR project is \$12,850,000, which includes the dredging of the 55' entrance channel and \$750,000 for a 3-D model of the North and South Jetty cap, as well as environmental clearances. In addition, we are requesting another \$8,250,000 for South Jetty: Plans/specs, and placement of material at base of jetty (\$5.5M), and North Jetty: culvert design and replacement (\$2M); design, agency technical review (ATR) and prep work for lagoon fill (\$750K).

12. What is the total cost of the project? \$400,000,000-\$470,000,000 over the next 20 years

13. Is this project scalable (i.e., If partial funding is awarded, will the organization still be able to use the funds in FY 2011?)? If appropriated, all of these funds will be expended during FY2011 and this level of funding is what is required to get this project in motion. However, because the project is being planned in phases over 20 years, the USACE has some flexibility in how which components of the project they will work on.

14. What other funding sources (local, regional, state) are contributing to this project or activity? (Please be specific about funding sources and funding amounts)

This is a Federal Project so no matching requirement or any other funding sources are required.

15. Please list public or private organizations that have supported/endorsed this project. Please see attached list of over 250 Columbia River Channel Coalition Supporters.

Please return this form no later than Friday, February 26, 2010 via email to:

Appropriations.Blumenauer@mail.house.gov

Washington, D.C. Appropriations Contact for Rep. Earl Blumenauer: Stephanie Cappa, 202-225-4811, Stephanie.Cappa@mail.house.gov

Oregon Appropriations Contact for Rep. Earl Blumenauer: Sarah Masterson, 503-231-2300, Sarah.Masterson@mail.house.gov